

University of
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MANCHESTER

**Archaeological
Evaluation:**

Gore Street Car
Park, Gore Street,
Salford, Greater
Manchester

Client: UK Land
and Property

**Technical
Report:**
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The Centre for Applied Archaeology (CfAA) was commissioned by UK Land and Property to undertake an archaeological evaluation on land at Gore Street Car Park, Gore Street, Salford, Greater Manchester (centred on SJ 83040 98490) as part of a redevelopment scheme. This report consists of the results from the eleven evaluation trenches and an open area evaluation of the potential cemetery.

An archaeological assessment had demonstrated that the study area had a high potential for the survival of 18th and 19th century remains associated with housing and industry, and some potential for the survival of Medieval or early post-Medieval plough soils in yard and road areas and below uncellared buildings. Also highlighted was the presence of the former New Jerusalem Church and its associated graveyard. Although most of the burials were removed during the construction of Trinity Way it was not known if the removal extended into the portion of the graveyard to the east, within the study area.

The trenches within the current study area revealed that there was good survival of the 18th and 19th century remains across much of the site and that intact ploughsoils had survived in patches below roads and yards. These remains were at a depth of between 0.1m and 0.9m and therefore would be affected by the proposed development. This was enough to indicate that there was a high potential for remains requiring mitigation in areas between Bolton Street and Riding Street, across the north side of the site including much of the former Walkers Place, Temple Place and the diagonally aligned buildings in the northeast corner of the area, across the east side of the site across the former Short Street and Beck Street and in an area to the immediate northeast of the standing depot. The evaluation also highlighted that much of the graveyard had been removed, presumably for the construction of Trinity Way during the 1990's, but that in the centre of the area between Bolton Street and Trinity Way were the very base of several burials cut into the sandstone rockhead at a depth of c. 3m. Five to six graves were observed during the evaluation, as one seemed to be several intercutting graves, but were at a depth that allowed only visual examination from the surface. As not all of the area was accessible during the evaluation it was assumed that up to a maximum of ten graves may still be extant within the study area.

1. Introduction

1.1 Background

The Centre for Applied Archaeology (CfAA) was commissioned by UK Land and Property to undertake an archaeological evaluation at Gore Street Car Park, Gore Street, Salford, Greater Manchester (centred on SJ 83040 98490) as part of a redevelopment scheme (*Fig 1*). The work was carried out in order to determine the presence, extent, depth, state of preservation and significance of the archaeological resource, enabling informed recommendations to be made for the future treatment of any surviving remains. The evaluation was undertaken over a two week period, between 2nd and 13th November 2015 inclusive.

The work was carried out in accordance with a Written Scheme of Investigation, compiled by Adam Thompson of CfAA and submitted October 2015.

1.2 Location, Topography and Current Land Use

The excavation area is located within the Salford, Greater Manchester, (centre on SJ 83040 98490) and is bounded by Gore Street at the south, Trinity Way at the west and Chapel Street at the north. The study area is located at approximately 48.5m AOD (*Fig 1*).

The site comprises an open car park with access from Gore Street, via the cobbled former Bolton Street. Running parallel to Bolton Street is the former Riding Street. A large prefabricated depot with a dwarf wall stands at one side of Riding Street, roughly in the centre of the area. The site is surrounded along Gore Street, Trinity way and Chapel Street with a low wooden fence and a high metal mesh fence separates the area from the offices to the east. Some original brick walling still stands along the west side of Riding Street and along Gore Street between Bolton Street and Riding Street. The site is moderately level at around 29.3 to 29.9m AoD. It rises slightly towards the junction of Chapel Street and Trinity Way at c. 30.3m and in the centre of the site at c. 30.45m. The southwest edge of the site along Trinity Way is raised above the pavement by up to 0.5m. The area is mainly comprises a hard standing car park surface. The former Bolton Street is cobbled with tarmac pavements and stone kerbing. The former Riding Street is tarmaced with no pavement.



Plate 1: Aerial view of the site

The underlying solid geology, as mapped by the British Geological Society (www.bgs.ac.uk), consists of the Collyhurst Sandstone Formation. This is overlain by superficial deposits consisting of two types of sands and gravels, glaciofluvial deposits in the northwest corner of the area and river terrace deposits across the rest of the site.

1.3 Personnel

The project was conducted by professional archaeologists from the Centre for Applied Archaeology. On-site excavations were conducted by Graham Mottershead, Lewis Stitt and Simon Hinchcliffe. This report was compiled and written and illustrated by Graham Mottershead. The project was managed by Adam Thompson.

1.4 Monitoring

Norman Redhead, the County Archaeologist for Greater Manchester (Greater Manchester Archaeology Advisory Service, GMAAS) monitored the archaeological works.

2. Historical Background

2.1 Introduction

The land currently comprises an open car park surrounded by a low wooden fence and occasional external brick walls. A large prefabricated shed stands roughly in the centre of the area.

2.2 Historical Background

The study area remained rural in character until the late 18th century. Houses are depicted on the opposite side of Chapel Street on Casson and Berry's map of the mid 18th century but the area of evaluation remained as fields until the late 18th century when settlement began to expand from the historic core of Salford, including the construction of New Bailey Prison in 1790.

Buildings are shown along Chapel Street and at the corner of Bolton Street and Gore Street on Greens map of 1787-94. These include a brewery at the Bolton Street/Gore Street corner and a large block to its northeast, on Gore Street. A range also runs diagonally southeast from the rear of the Chapel Street buildings and a row of gardens are shown in the northwest corner of the site to the rear of the Chapel Street buildings and to the north of the Brewery.

By the time of Swire's map of 1824 the area has been more extensively built over with much of the blank areas from Greens map being filled in with buildings and yards. It is at this time that, although unlabelled on Swire's map, the street pattern begins to emerge with the lines of Bolton Street, Riding Street, Beck Street, Short Street, Back Saxon Street and Temple Place being evident. The trade directories suggest that the southernmost house on Bolton Street, no. 16, was still occupied by a brewer and that the next building to the north, no. 15, was a temperance coffee house (Paul Butler Associates 2015). It is also at this time that the New Jerusalem Church was built on the western side of Bolton Street. The first railway viaduct was erected at the south side of Gore Street in 1838.

By the mid 19th century the area is more densely built upon with the street pattern firmly laid out on the O.S. mapping of 1845 and 1851. Much of the area is occupied by terraced workers housing and back-to-backs with shops and small industrial buildings. A timber yard is shown around the centre of the study area and an alley, Walkers Place, has developed to the north of Temple Place. The brewery on Bolton Street is not labelled but retains its previous form. Several public houses are evident of the O.S. 1851 town plan with The Red Lion at the junction of Chapel Street and Bolton Street, and the Railway Hotel on Gore Street. Several ranges of buildings are depicted with cellar steps and lights. These include the north side and some of the south side of Temple Place, the houses along the east side of Bolton Street south of Temple Place, Many of the buildings fronting Chapel Street, the buildings along Gore Street between Bolton Street and Beck Street, the buildings along Back Saxon Street and the block of eight back-to-backs at the south side of Short Street and to the north of the alleyway. The New Jerusalem Church is first shown as Swedenborgian on the O.S. mapping of 1845.

The same form remains throughout the mid and late 19th century, with some small alterations, until 1908 when the New Jerusalem Church had been sold and was being used as a printing works. At this time the buildings along Gore Street had been demolished and moved north to accommodate the new north railway viaduct. Buildings around Beck Street and Walkers place had been demolished by 1922 and Temple Place was demolished by 1933 and replaced with a billiard hall.

The rest of the buildings were demolished during the 1970's, 80's and 90's. Both the former chapel building and the Red Lion public house were demolished during the 1990's to make way for Trinity Way and the churchyard removed.

3. Methodology

3.1 Excavation Methodology

Before excavation, the client provided CfAA with service plans for the area and all trenches and surrounding areas were scanned with an appropriate instrument to ensure that no live cables would be disturbed during the programme of works. The trenches were excavated using a tracked mechanical excavator with a 1.80m wide toothless ditching bucket down to archaeological features or natural geology. On occasions, a 0.60m wide bucket was used to excavate out narrower areas. The machine excavation was supervised by a professional archaeologist at all times. The locations of the trenches are shown on the trench location plan (*Fig 2*)

The evaluation trenches were placed across the study area in order to determine the presence, extent, depth and state of preservation of the remains identified by the archaeological DBA. Some leeway was allowed for movement of the trenches from the original marked positions due to services and terrain features.

Where depth allowed further excavations proceeded by hand. In any excavations deemed too deep to enter cleaning was carried out by machine.

Excavated spoil was placed in specified areas, at least 1m away from trench edges.

3.2 Recording Methodology

Separate contexts were recorded individually on Centre for Applied Archaeology (CfAA) pro-forma trench sheets. All trenches were recorded either digitally using a Total Station Theodolite or by hand, whichever was deemed most appropriate.

Photography of all relevant phases and features were undertaken in digital format. General working photographs were taken during the archaeological works, to provide illustrative material covering the wider aspects of the archaeological work undertaken.

Where appropriate, finds were recorded by context, with significant 'small finds' located within three dimensions to the nearest 10mm, bagged and labelled separately.

All fieldwork and recording of archaeological features, deposits and artefacts were carried out to acceptable archaeological standards. All archaeological works carried out by the CfAA are carried out to the standards set out in the Code of Conduct of the Institute for Archaeologists.

4. Evaluation Results

4.1 Introduction

Across the study area the ground surface was characterised by a landscaped surface of semi-compact MoT hard standing, forming the surface of the car park. Where the site was entered by the former Bolton Street and Riding Street the surface comprises cobbles flanked by tarmac pavement with stone kerbs. Below the MoT was a levelling layer of mixed demolition rubble and clay, presumably resulting from the demolition of the buildings formerly occupying the site.

Where observed, the natural ground comprised firm yellow sandy clay. Below this, at a depth of c. 3m was the rockhead of weathered pink sandstone.

4.2 Trench 1

This trench was located at the northwest corner of the car park, at the junction of Chapel Street and Trinity Way. It ran northeast/southwest and measured 10m in length and 2m in width. It was excavated to a maximum depth 2.7m (*Fig 3*).



Plate 2: Trench 1 general shot, looking southwest

The trench was overlain by a 100mm thick layer of compact MoT **100** which lay above 300mm of compact mixed clay and demolition rubble levelling material **101**. Below this was dark brown compact mixed clay and brick rubble **102** into which had been laid a plastic gas pipe **103**, now capped. Beyond the gas pipe layer **102** was excavated further into by machine until natural sandy clay **105** was observed at a depth of 2.7m. Within the southeast trench the corner of a hand made brick cellar wall **104** with white lime mortar could be seen. The top of this wall at 0.7m below the current ground surface and continued down to the natural clay at 2.7m



Plate 3: Wall 104, looking south

4.3 Trench 2

This trench was located at the north side of the car park, parallel with Chapel Street. It ran east/west, measured 20m by 2m and was excavated to a maximum depth of 1m (*Fig 3*).

The trench was overlain by a 350mm thick layer of compact MoT **200** with 300mm of compact mixed clay and demolition rubble **201** below it. A ceramic drain **202** ran southwest across the western end of the trench and cut through a mid to light brown sandy silt plough soil **203**. This contained no dating material but strongly resembled plough soils encountered on a number of sites within the vicinity of Salford and Manchester.



Plate 4: Trench 2 general shot, plough soil 203 visible on right, looking east

To the east the plough soil was cut by a wall **204** of late 19th century machine made brick with a hard dark cement. This ran northeast from the southern section for 2.7m before returning southwest. At its corner it had been partially truncated by a later concrete pad **205**.



Plate 5: Wall 204, looking southeast

At 4.7m to the east of this wall was a 1.65m wide brick structure **207** comprising a wall running southwest from the north section for 0.9m, turning southeast at a right angle for 1.13m and then returning northeast to the section, forming the southwest end of a rectangular structure. The walls were constructed from two stretchers of hand made brick with white lime mortar and the interior was filled mixed clay and brick rubble. Between this structure and wall **204** to the west was a deposit of mixed clay and brick rubble levelling material **206**. This material, and structure **207**, cut a second patch of plough soil **210**. This was also cut at its east side by later disturbance containing cinder **211**, and at the north by a partially surviving stretch of handmade brick wall **208**. This was two stretchers wide and had white lime mortar. At the north side of the wall was a loose mixed demolition rubble infill demolition **209**, strongly resembling cellar fill and suggesting that wall **208** was the remains of a cellar cutting through the earlier plough soil.



Plate 6: walls 207 and 209 with ploughsoil 210, looking west

To the east of this a 0.6m wide bund had to be left unexcavated due to the presence of an unknown pipe. At the east side of this was a two stretchers course wide hand made brick wall **212**. This ran north/south across the trench and stood to height of at least 0.25m. Built

against this wall, to the east, was a brick structure **213** which comprised a 1.25m by 0.9m handmade brick base with a stone slab set into its upper surface, slightly offset to the north of centre. Associated with this was a rectangular deposit of cinders **216** at its south side, within the 'L'-shape formed by structure **213** and wall **212**. Surrounding this was a rectangular deposit light brown mixed sand and gravel **215** which lay within a levelling layer of compact clay and brick rubble.



Plate 7: Wall 212 and structure 213, looking west

4.4 Trench 3

This trench was located at the north side of the car park, to the southeast of trench 1. It ran northwest/southeast, measured 14.5m by 2m and was excavated to a maximum depth of 0.9m (*Fig 3*).

The trench was overlain by a 0.3m thick layer of compact MoT **300** with 0.2m to 0.6m of compact clay and brick rubble levelling material **301** below. Beneath this, within the northwest half of the trench, natural yellow sandy clay **302** was observed.



Plate 8: Trench3 general shot, looking southeast

At 6.2m from the northwest end of the trench was a 1m wide pad of hand made brick which ran into the trench from its northeast edge for 1.58m.

At the southeast edge of this pad the natural was at a depth of 0.9m below the current ground surface, as if terraced down, and contained a second brick pad **304**. This was also of hand made brick with lime mortar and was 1.6m wide, running out of the northeast section for 1.3m.



Plate 9: Brick pad 304, looking northwest

At 1.03m from the southeast end of the trench a brick wall **305** ran across at right angles. This comprised two stretcher courses of hand made brick with lime mortar and had a single course wide wall running at right angles from it to the southeast. These stood to a height of 0.3m and were c. 0.25m below the current ground surface.



Plate 10: Brick wall 305, looking southeast

4.5 Trench 4

This trench was located roughly within the centre of the car park, to the northwest of the central prefabricated shed. It measured 10m by 2.1m, ran northwest/southeast and was excavated to a maximum depth of 1.3m. This trench had to be truncated at its north and south ends due to the presence of live services (*Fig 4*).

The trench was overlain by 0.26m of compact MoT **400** with 0.4m of compact clay and rubble **401** below it. At the northwest end of the trench was a modern brick manhole 1.38m square. This had been cut into the clay and rubble.



Plate 11: Trench 4 general shot, looking northwest

At 5m to the southeast of the manhole was a hand made brick wall **404** running southwest across the trench. It was two stretcher courses wide and had a short stub of walling running northwest from it which had been truncated by a later concrete block **403**, likely a pad for a stanchion.

Between the manhole and wall **404** natural yellow sandy clay **407** was observed at a depth of 1.3m. Between the bottom of clay rubble levelling layer **401** and the natural clay was a 0.64m thick deposit of mid to light brown fine friable sandy silt plough soil **409** similar to that in trench 2. This was photographed in section. It contained no dating material.



Plate 12: Plough soil 409 in section, looking southeast

Immediately to the southeast of wall **404** was a drain cut **405** with a ceramic drain pipe. This truncated the north end of a hand made brick wall **406** which ran southwest from the northeast trench edge for 0.66m before turning northwest where it was truncated. This was cut into natural clay **407**. In the southeast corner of the trench the natural clay was cut into by a modern pit **408** containing mixed sand, gravel, ash and refuse including drinks cartons.



Plate 13: Walling, drains and disturbance at south end of trench, looking southeast

4.6 Trench 5

This trench was located roughly within the centre of the car park, to the northeast of trench 4. It ran northwest/southeast and measured 15m by 2.2m. It was excavated to a maximum depth of 0.9m (*Fig 4*).

The trench was overlain by a 0.25m thick layer of compact MoT **500** with 0.65m of compact clay and brick rubble levelling material **501** below it. Beneath the levelling material, at 0.9m below the current ground surface, natural yellow sandy clay **502** was observed.



Plate 14: Trench 5 general shot, looking north

Two parallel stretches of walling were observed within the clay at the northwest end of the trench. Both ran southeast and were a single header course in width. They were of handmade brick with no discernable mortar. Wall **503** ran southeast for 3.66m whilst wall **504** ran southeast for 2.13m and at its southeast end widened out into two header courses.



Plate 15: Walls 503 and 504, looking southeast

At 1.38m to the southeast of this a rough 0.53m wide structure of brick rubble and cement **505** ran northeast/southwest across the trench. This may have been part of the footing for a wall.



Plate 16: Wall footing 505, looking northwest

A three stretcher course wide wall **507** ran across the trench 1.02m from its southeast end. This was of hand made brick with lime mortar and survived to 0.7m in height. The top of this wall was 0.02m below the current ground level. A stone capped brick drain **506** ran parallel to the wall, 0.75m to its northwest. It was 0.45m wide and built from hand made bricks with no discernible mortar.



Plate 17: Wall 507 and drain 506, looking southwest

4.7 Trench 6

This trench was located close to the south side of the car park, between Bolton Street and Riding Street. It ran northeast/southwest, parallel to Gore Street. It measured 18.5m by 2.2m and was excavated to a maximum depth of 0.7m (*Fig 5*).

The trench was overlain by a 300mm thick layer of compact MoT **600** with a 400mm thick layer of moderately compact demolition material levelling **601** below. At the southwest end of the trench, below the demolition rubble levelling, was a deposit of very loose rubble and refuse **602** containing plastic bags, plastic drinks bottles and the remains of a number of broken uPVC window frames. Observed within this deposit was to top of a 2.29m long and 0.48m wide section of modern brick walling **603**. This comprised four stretcher courses wide of machine made frogged brick with hard light grey cement.



Plate 18: Trench 6 general shot, looking southwest

At the northeast side of the modern refuse deposit was a 3.57m wide rectangular brick structure **604** which ran out from the southeast trench edge for 2.1m. It comprised three

walls, each 1 header course wide, forming the northwest end of a rectangle. The southwest and northeast walls ran parallel to each other 3.13m apart. The southwest wall was of handmade brick with lime mortar, the northeast of 19th century machine made brick with dark cement. The northwestern wall was also of 19th century machine made brick with dark cement and was not keyed in to the other two walls, as if it was later blocking. This may represent one or more late 19th century modifications to an earlier structure. The structure was filled with mixed rubble and clay **605** and was also set into a compact clay and brick rubble deposit **606** to its northeast, presumably the original levelling material used during the construction of the 19th century buildings.



Plate 19: Brick structure 604, looking west

The northeastern 6.8m of the trench was occupied by a brick and stone flag building. This comprised an external brick wall at its southwest side which had been truncated at both ends, running northwest/southeast. Two walls, **609** and **610**, ran northwest/southeast to the northeast of this forming a 1.5m wide room or corridor. The gap between these two walls formed a 0.66m wide doorway leading into a larger room to the northeast. This room was 2.2m wide and had a northeast/southwest brick wall **211** at its northwest side forming a division between this room and one to the northwest, accessed by a 0.75m wide entrance at the northwest corner of the room. Another wall **212** ran northwest/southeast at the northeast side of the room with a 0.55m wide doorway leading into a further room to the northeast. All these walls were a single header course wide and built from handmade bricks with lime mortar. The rooms were laid with a stone flagged floor surface **608** and were 0.7m below the current ground level.



Plate 20: Building walls and floor surface, looking southwest

4.8 Trench 7

This trench was located at the south side of the car park alongside Gore Street and between Bolton Street and Riding Street. It measured 9.5m in length and was 2m wide at its northeast side, widening to 2.5m wide at the southwest side in order to record part of a window light. It ran northeast/southwest and was excavated to a maximum depth of 2.8m (*Fig 6*).

The trench was overlain by a 100mm thick layer of compact MoT **700** with 170mm of compact mixed rubble levelling material below it. Immediately below this the northeast 3.47m of the trench was covered with a concrete slab **702**. Immediately southwest of the concrete slab and 0.35m below the current ground level a brick wall **703** ran northwest/southeast across the trench and then turned southwest along the southeast trench edge. The wall was two courses in width and built from hand made brick with lime mortar. It survived all the way down to a stone flagged floor **704** surface at 2.8m below the current ground level. The walling and floor formed the cellar of a late 18th/early 19th century house and was filled with mixed demolition cellar fill **705**.



Plate 21: Cellar walls 703 and floor 704, looking east

The trench was expanded in width to 2.5m within the cellar in order to expose an intact cellar light window with a stone sill visible within the northeast wall elevation. To the southeast of wall **703**, between the wall and the trench edge, was an infill layer of cinders **706**, possibly part of the road makeup outside the cellar.



4.9 Trench 8

This trench was located at the northeast side of the site, towards Gore Street, and ran northwest/southeast. It measured 12.5m by 2.5m and widened at its southeast end to 3.5m. It was excavated to a maximum depth of 1.9m (*Fig 7*).

It was overlain by 150mm of compact MoT **800** with 400mm of compact rubble levelling material **801** below it. Beneath this the northwestern 2.6m of the trench were covered with a concrete slab **802**. Below the slab was a 1.1m thick layer of mixed sandy clay **807**, assumed to be redeposited natural, with natural yellow sandy clay **803** observed below that at 1.9m below the current ground level.



Plate 23: Trench 8 general shot, looking northwest

A hand made brick wall ran across the trench northeast/southwest 5.7m from the southeast end. This was two courses wide and survived to 1m in depth, the top of the wall being 0.35m below the current ground level. To the southeast of this wall the natural clay was observed at 1.52m in depth with redeposited natural above it. At this point the trench was widened to expose a wall **805** which ran northwest/southeast at the northeast side of the trench. This was built from modern bricks with three holes through them. It lay 70mm below the current ground level and stood 0.49m deep on a concrete beam **806**. The beam was 0.4m deep and truncated the upper part of wall **804** where it passed through it.



Plate 24: Wall 804, looking northwest

4.10 Trench 9

This trench was located at the northeast side of the car park running northwest/southeast. It measured 10.5m by 2m and was excavated to a maximum depth of 0.94m (*Fig 8*).

The trench was overlain by 0.24m of compact MoT **900** laid directly over a surface of sandstone sets **901**. The sets ran northwest/southeast at its southeast side but then angled northeast/southwest at the northwest side, as if two separate surfaces had come together at this point. It was felt that this may have been a yard surface. To the southeast of this natural yellow sandy clay **902** was observed at a depth of 0.94m below the current ground surface.



Plate 25: Trench 9 general shot showing set surface 901, looking south

At the southeast end of the trench was a brick wall **903** running northeast/southwest 0.56m below the ground level. It comprised two stretcher courses wide of hand made brick with lime mortar and was 0.38 in depth. Running below this to the northwest was a brick drain **904**, cut into the natural clay. This was 0.57m wide and originally would have been capped with stone slabs.



Plate 4: Trench 2 general shot, plough soil 203 visible on right, looking south

4.11 Trench 10

This trench was located in the northeastern part of the car park running southwest from the northwest end of trench 9. It was 8.5m by 2.2m and was excavated to a maximum depth of 1.6m (*Fig 8*).

It was overlain 0.1m of compact MoT **1000** with 0.3m mixed rubble levelling material **1001** below. Beneath this was 0.6m of mixed loose rubble **1005** above 0.6m of redeposited natural clay **1006**. The natural yellow sandy clay **1004** was observed at a depth of 1.6m. A modern brick wall **1002** ran across the trench northwest to southeast at 2.55m from the northeast end of the trench. The top of the wall was 0.14m below ground level and descended to a 0.95m wide concrete footing at a depth of 0.79m. At 1.4m to the south of this, on the southeast side of the trench, was a 1.1m square concrete block **1003**, 0.68m deep, possibly a base for a stanchion.



Plate 27: Trench 10 general shot, looking northeast

4.12 Trench 11

This trench was located on the northeast side of the car park, at its northern corner. It ran northwest/southwest. It was originally intended to be a single trench but due to the presence of a newly installed inspection well it was excavated as two trenches, 11a and 11b, the southern of which was staggered to the southwest, nearer to trenches 9 and 10. Trench 11a 12.5m long and 2.2m wide, expanding to 3.3m wide at its northwest end due to loose fill. It was excavated to a maximum depth of 2m. Trench 11b measured 6.5m by 2.35m, widening to 2.6m at the northwest end to expose a wall. It was excavated to a maximum depth of 0.63m.

Both trenches were overlain by 0.1m to 0.2m of compact MoT **1100** with 0.4m to 0.7m of compact rubble levelling material **1101** below.

At the northwest end of trench 11a (*Fig 9*), below the levelling material, was a deposit of loose rubble and refuse **1112** within a modern cut. This was excavated to a depth of 2m at which point material was observed that resembled insulating board and excavation at this end of the trench was abandoned and backfilled.



Plate 28: Trench 11a general shot including wall 1102, looking south

Excavation continued beyond this point and at 3.44m from the northwest end of the trench was a brick wall **1102**. This was two stretcher courses wide and built from hand made brick with lime mortar. It ran east for 1.22m and then turned south for 4.13m at which point it was truncated. Within this wall was a fine yellow sand **1105**, possibly natural, which had been cut alongside the point at which the wall turned. The cut contained a mixed grey gravel and cinder fill **1104**. This side of the wall was thought to be the exterior of the building and contained a brick drain **1103** which ended at a downpipe surrounded by concrete. To the eastern and northern sides of the wall, and truncated at the north by refuse deposit **1112**, was what appeared to be cellar fill **1106**, suggesting the interior of a cellared building. To the south of these structures natural sandy clay **1113** was observed at a depth of 0.65m.



Plate 29: Wall 1102 and drain 1103, looking southwest

At the northwest end of trench 11b (*Fig 8*) was a brick wall **1108** running northwest/southeast across the trench and with another wall section running northeast from its centre into the corner of the trench. These walls were two stretcher courses wide and built from hand made brick with lime mortar. They were cut into a layer of mixed mid brown compact gravel **1109**. The walls lay at 0.63m below the current ground level.



Plate 30: Walling 1108, looking northeast

Beyond this the trench was excavated to a depth of 0.81m through a mixed dark clay and cinder deposit **1110** which was not bottomed as excavation had to be abandoned upon observing a service pipe **1111**.

At the southeast end of trench was a surface of sandstone sets **1107**, a continuation of those within trench 9. They appeared to have been truncated beyond this point and may originally have extended to wall **1108**.



Plate 31: Trench 11b general shot, looking southwest

4.13 The Cemetery Area

The area of the car park between Gore Street, Chapel Street, Trinity Way and Bolton Street formed an irregularly shaped trench measuring 35.5m from northwest to southeast and 1.85m wide at its northwest end, 13.5m wide just southeast of the centre and 8.35m wide at the southeast end. This area needed to be evaluated to ascertain the presence or absence of burials from the former chapel.

Not all of the area could be excavated at the time of the evaluation. A gap had to be left along the edge of Trinity way due to both services and its proximity to the road and pavement. A gap also had to be left alongside Bolton as the deep soft sand below the road was very unstable and could have undermined the road. A small gap had to be left at the southeast end of the trench due to a recently installed inspection well. A 5.5m by 4.36m

gap had to be left unexcavated at the centre of the west side of the area due to a series of strong signals during the CAT scanning of the area.

The area was excavated to a maximum depth of 3.2m. Due to the depth and the unstable nature of the ground the area had to be excavated in square or rectangular sections. The depth meant that any potential graves could not be accessed and so assessment was solely a visual inspection from the surface (*Fig 10*).

The area was covered with 0.1m to 0.25m of compact MoT **001** with 2.5m to 3m of mixed levelling material **002** below it. This material was actually comprised of a series of tips of compact rubble and gravels but was lumped into one context as it was all deposited during one event. The material had clearly been deposited in layers and compacted before the next layer was put in. It was ascertained on site that the only event this could have resulted from was the construction of Trinity way.

At the northwest end of the area an 'L'-shaped brick structure **008** was uncovered 0.5m below the current ground level. The main part of the structure was 1.05m long by 0.6m wide with a 0.47m by 0.44m return running southwest from it. It was built from hand made brick with lime mortar.



Plate 32: Brick structure 008, looking north

To the south of this for 8.8m was an area of very disturbed mixed gravels **003** at a depth of 2.7m below current ground. The depth meant that the deposits could not be hand cleaned and the disturbed nature made it very difficult to ascertain absolutely whether any features were present within the deposits. It was felt that no burials were present within this material and that it was outside the graveyard area.

From the southern end of the disturbed gravels the levelling extended straight down to the pink sandstone rockhead **014**. This sloped slightly downwards from 2.9m below ground level at the north to 3.2m below ground level at the south. A series of burials were observed cut into the rockhead across the centre of the area. Three of these were single graves **004**, **005**, and **006**, and one appeared to be two or more intercutting graves **007**. Human bones could be seen within the fill of grave **004**.



Plate 33: Grave 004 with visible human remains, looking southwest



Plate 34: Close-up of human remains within grave 004, looking southeast

The observed burials are likely to be the very base of the grave cuts and were filled with a yellow sand and gravel which was distinctly different from the pink sandstone rockhead. The graves appeared to only occur within an area beginning 13.5m south of the northern end of the trench and extending for 11m to the south of this. As grave **007** appeared to be intercutting graves it can be said that only five or six burials were observed.



Plate 35: Intercutting graves 007, looking southwest

To south of this a series of linear features **010**, **011** and **012** had been cut into the rockhead. These are likely to be associated with drainage.



Plate 36: Linear drainage features in rockhead, looking north

Another large 3.4m wide cut **013** was observed cut into the rock in the southeast corner of the trench. This was filled with red gravel and had a square deposit of cinders in its centre.



Plate 37: Modern disturbance, looking northwest

Along the eastern edge of the trench, the southwest side of Bolton Street, the fills comprised c. 3m deep of uniform fine loose sand **009**. This appeared to be material below Bolton Street, possibly the fill of the trench containing a large sewer below the road.

5. Discussion

5.1 Structural Remains

The evaluation trenching revealed a good level of survival for structural remains across much of the site. The majority of these remains were of an early to mid 19th century date with some earlier 18th century buildings and evidence of later rebuilding during the late 19th and early 20th centuries (*Figs 11 – 14*).

In situ remains relating to the late 18th century, as depicted on Greens map of 1787-94, were uncovered at the northeast side of the site in trench 11a and at the south side of the study area in trench 7. The remains in trench 11b appear to relate to a range of buildings running southeast at angle from the properties fronting Chapel Street. These do not appear to be cellared. Within trench 7 a cellar with a window light may relate to a brewery shown on Greens map, or possibly to cellared workers housing which replaced it between Bolton Street and Riding Street during the early 19th century. Although the 1845 mapping shows this entire range to be housing the southern end matches the form of the earlier brewery and the later mapping shows it to be a larger building with the same layout as the brewery. It is likely that this part of the range is a conversion from the earlier brewery building and is of an original 18th century date.

Trenches 2, 3 and 4 all contained remains associated with housing along Temple Place and Walkers Place. These buildings appear on the mapping from the early 19th century and are shown in their final form by 1845. The mid 19th century mapping shows this area to be a mixture of small industrial buildings and workers housing with a range of small cellared back to back or blind back houses fronting the north side of Temple Walk.

The remains uncovered in trench 5 appeared to relate buildings that first appear on the mapping of 1824. By 1850 this is shown as small houses and a timber yard along the west side of Beck Street.

Trenches 8, 9 and 11b contained remains of housing along Beck Street, Morris Street, Back Saxon Street and Short Street. This mainly comprised small back to back housing, of which those along the north side of Back Saxon Street were cellared. The cobbled surface encountered within trenches 9 and 11b is likely to relate to a triangular yard area at the southwest side of Morris Street and is shown on the mapping from 1824.

Trench 6 contained very well preserved remains of the interior walls and flag stone floor of an uncellared house. The houses are shown built to the north of the former 18th century brewery from 1824 and are depicted as cellared along Bolton Street. The evaluation trenches suggest that the buildings to the rear, along Riding Street, were not cellared.

The depth of the archaeology below the current varied across the site from 0.1m to 0.9m. This varied considerably within individual trenches with both the deepest, at 0.9m, and the shallowest, at 0.1m, being present in trench 5. All surviving archaeological remains were uncovered at less than 1m below the current ground surface.

5.2 Plough Soils

Within trenches 2 and 4 patches of pre-industrial plough soils were uncovered. These had survived in areas that had remained beneath yards and roads and were therefore never built on. These were mid brown sandy silts in a band above the natural clay and are likely to be ploughsoils of a Medieval or early post-Medieval date. Although the soils encountered within the evaluation trenches did not contain any dating evidence the soils are similar to those found at a number of sites across Salford and central Manchester. Similar soils excavated at Greengate, Salford (OAN 2013), Greengate and Gravel Lane, Salford (UMAU 2005) and Clowes Street, Chapel Wharf, Salford (UMAU 2008) contained large assemblages of late Medieval and post-Medieval material, and a patch of plough soil excavated at Spinningfields, Manchester, was found to have a pit cut into it containing Medieval pottery. The presence of these soils, although outside the main historic core of Salford, suggests that more could have survived below yard and road areas and, as was at Clowes Street, below uncellared buildings.

5.3 The New Jerusalem Church Graveyard

Excavation within the area between Bolton Street and Trinity Way revealed that the former graveyard of New Jerusalem Church had been largely removed in recent times. The ground had been excavated to a depth of between 2.7m and 3.2m sloping gradually downwards from north to south and had then been backfilled with compacted aggregates. The excavation was down to the pink sandstone rockhead across much of the area and had presumably been carried out during the construction of Trinity Way. This had resulted in the removal of all but the very bases of a handful of graves. It is not as yet clear when the rest of the burials were removed or where they were re-interred. As records of this must exist somewhere it may be that this research could be carried out during any further phase of investigation.

Five or six graves were observed during the evaluation, at a depth of c. 3m, three of them distinct grave cuts into the rock and another that appeared to be the base of two three graves cutting into each other. Inspection of the graves could only be made from the surface due to the depth of the evaluation trenches but the fill of the graves was distinctly different from the surrounding pink sandstone and one of the graves clearly contained human remains. As the presence of services, the installation of an inspection well and the proximity of the road meant that not all of the area could be evaluated it can be assumed that there may be up to possibly ten graves extant. It is not known whether these contain a single burial or multiple inhumations. The depth would suggest that only the very bottom burials survive.

The position of the graves was around the centre of the evaluated area. When cross referencing this with the map evidence it is clear that the northern part of the evaluation trench was outside the church grounds and the southern half of the trench was the approach to the front of the church. Only the central part of the trench was within the graveyard area.



6. Archive

The archive comprises of digital drawings, survey data and digital photographs. This archive is currently held by the Centre for Applied Archaeology.

A copy of this report will be deposited with the Greater Manchester Sites and Monuments Record held by the Greater Manchester Archaeological Advisory Service (GMAAS).



8. Acknowledgments

The Centre for Applied Archaeology would like to thank UK Land and Property for commissioning the archaeological works, and in particular Paul Johnson for his help and support throughout the project. CfAA would also like to thank Norman Redhead for providing monitoring support and advice through GMAAS. Thanks are also due to Mick Forbes of Macc EOD for his assistance during the evaluation trenching. The on-site excavations were conducted by Graham Mottershead, Lewis Stitt and Simon Hinchcliffe. This report was written and compiled by Graham Mottershead. The report was illustrated by Graham Mottershead.

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Maps

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Pigot's Map of Manchester & Salford, 1813

Johnson's Map of Manchester & Salford, 1819

Pigot's Map of Manchester & Salford, 1821

Swire's Map of Manchester & Salford, 1824

Pigot's Map of Manchester & Salford, 1836

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Ordnance Survey 1:2500 Edition 1908 (revised 1905-6), Lancashire Sheet CIV.6

Ordnance Survey 1:2500 Edition 1922 (revised 1915), Lancashire Sheet CIV.6

Ordnance Survey 1:2500 Edition 1933, Lancashire Sheet CIV.6

Ordnance Survey 1:1056 1948, Plan SJ8398 SW

Ordnance Survey 1:1250 1963, Plan SJ8398 SW

Appendix 1: Figures

- Figure 1: Site location drawing
- Figure 2: Trench location drawing
- Figure 3: Trenches 1, 2 and 3
- Figure 4: Trenches 4 and 5
- Figure 5: Trench 6
- Figure 6: Trench 7
- Figure 7: Trench 8
- Figure 8: Trenches 9, 10 and 11b
- Figure 9: Trench 11a
- Figure 10: Cemetery Area
- Figure 11: Archaeological remains phasing plan
- Figure 12: Trenches overlain onto Green's map of 1787-94
- Figure 13: Trenches overlain onto Swire's map of 1824
- Figure 14: Trenches overlain onto O.S. 1st edition 1:1056 town plan of 1851

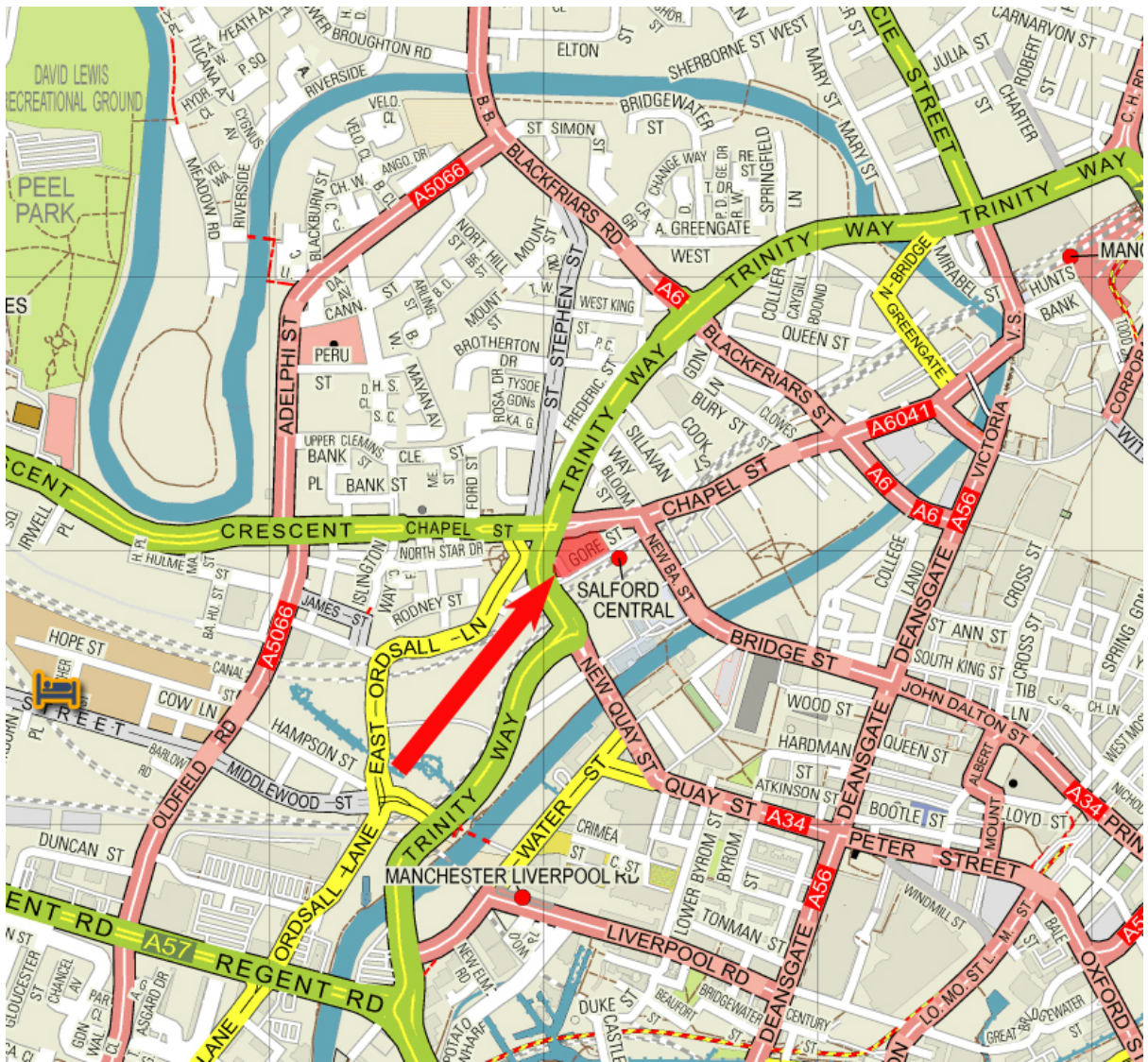


Fig 1: Site location map (site highlighted in red)

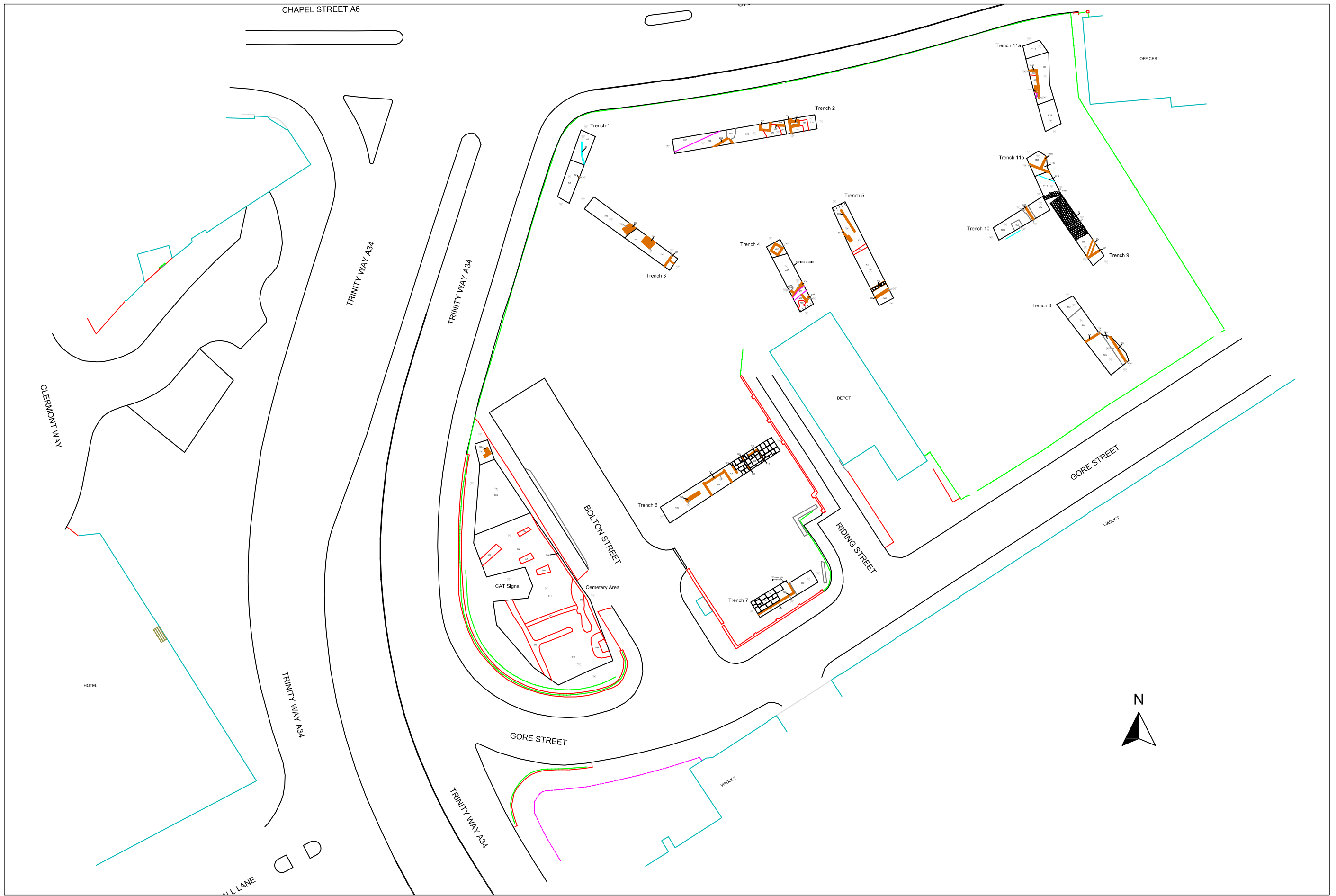


Fig 2: Trench location

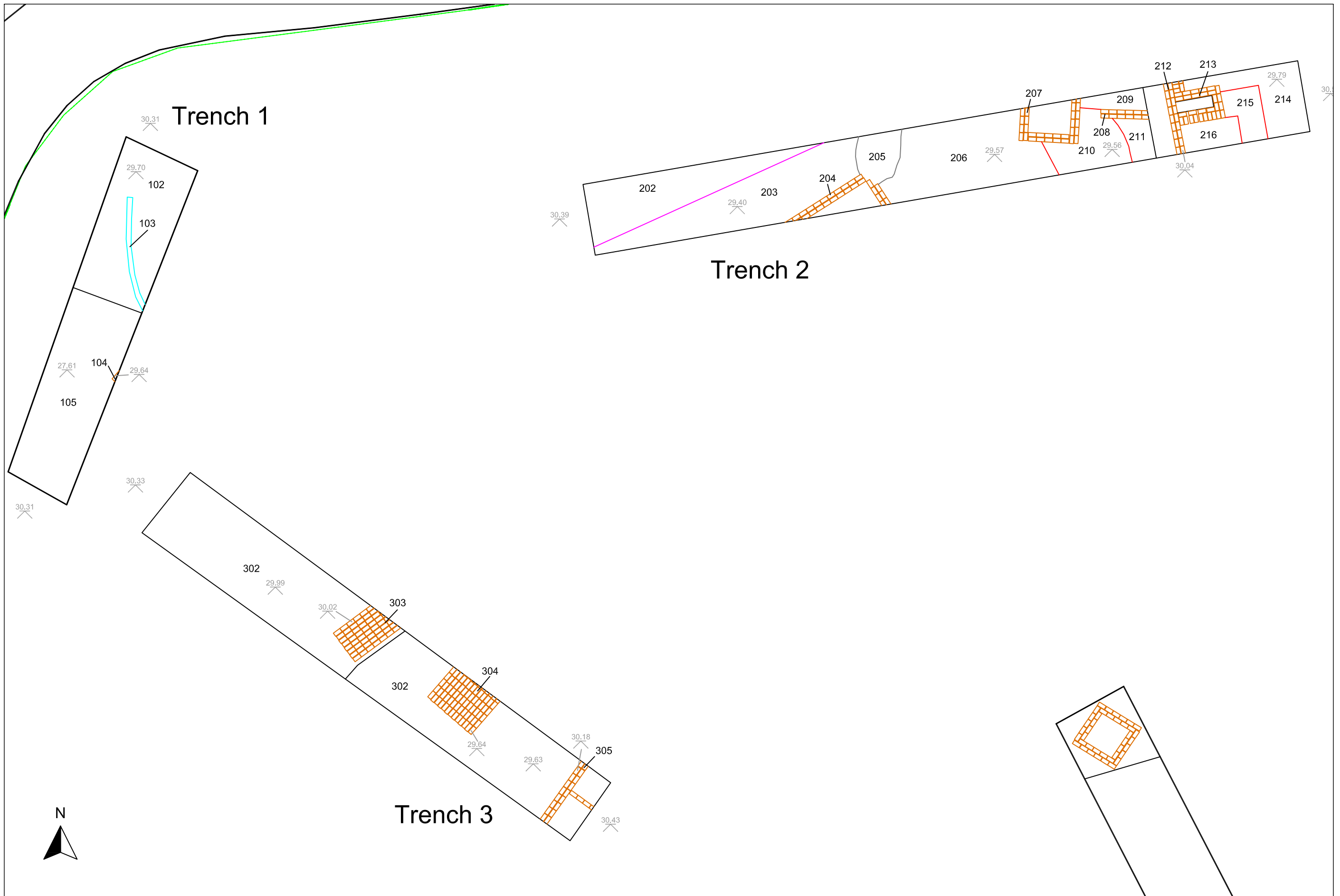
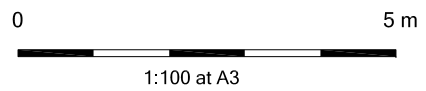
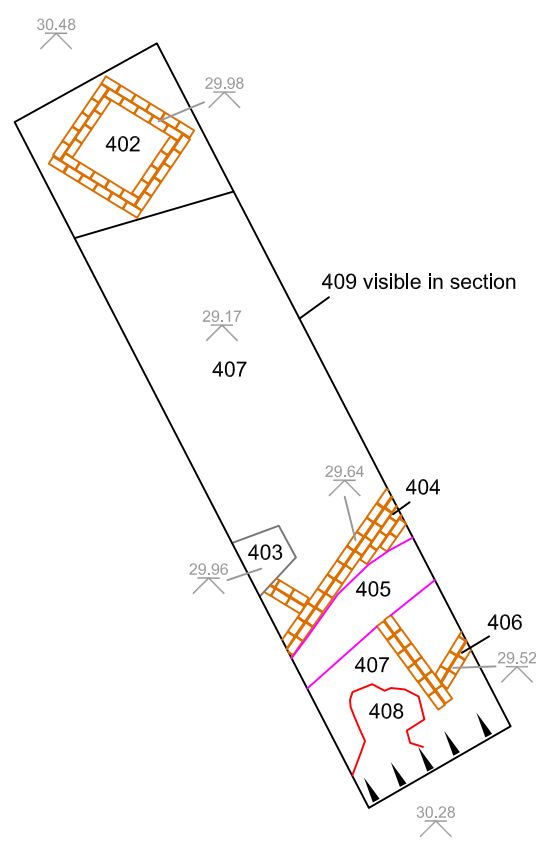


Fig 3: Trenches 1, 2 and 3



Trench 4



Trench 5

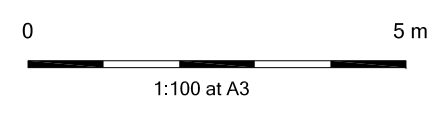
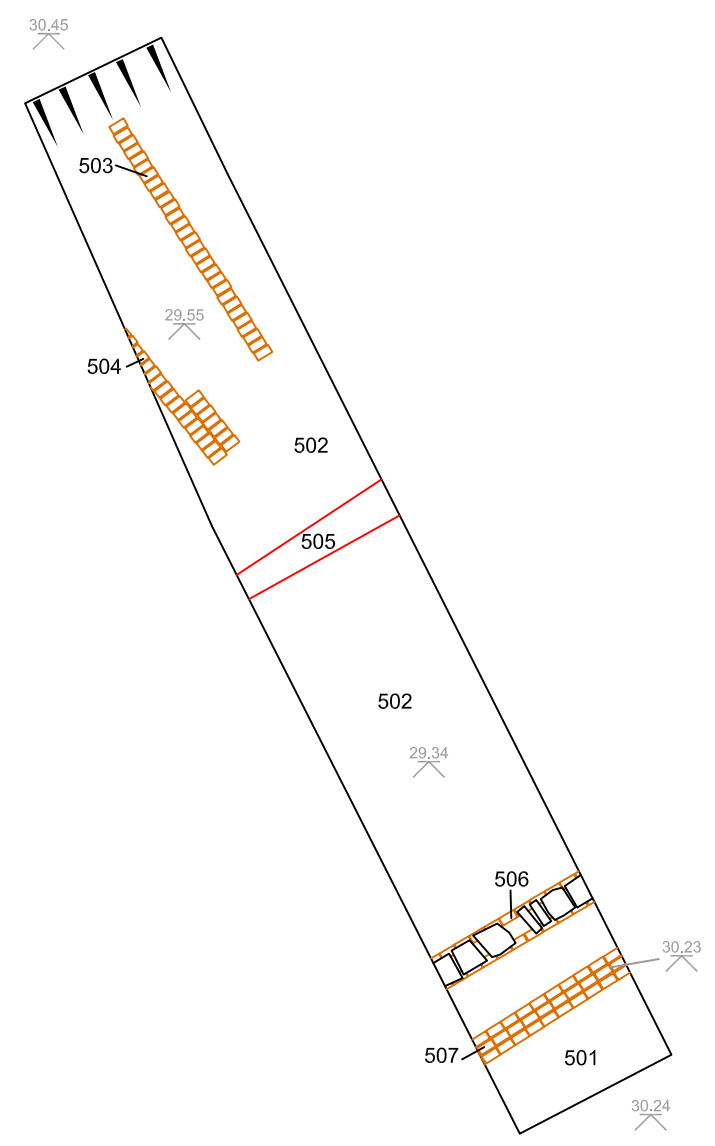


Fig 4: Trenches 4 and 5

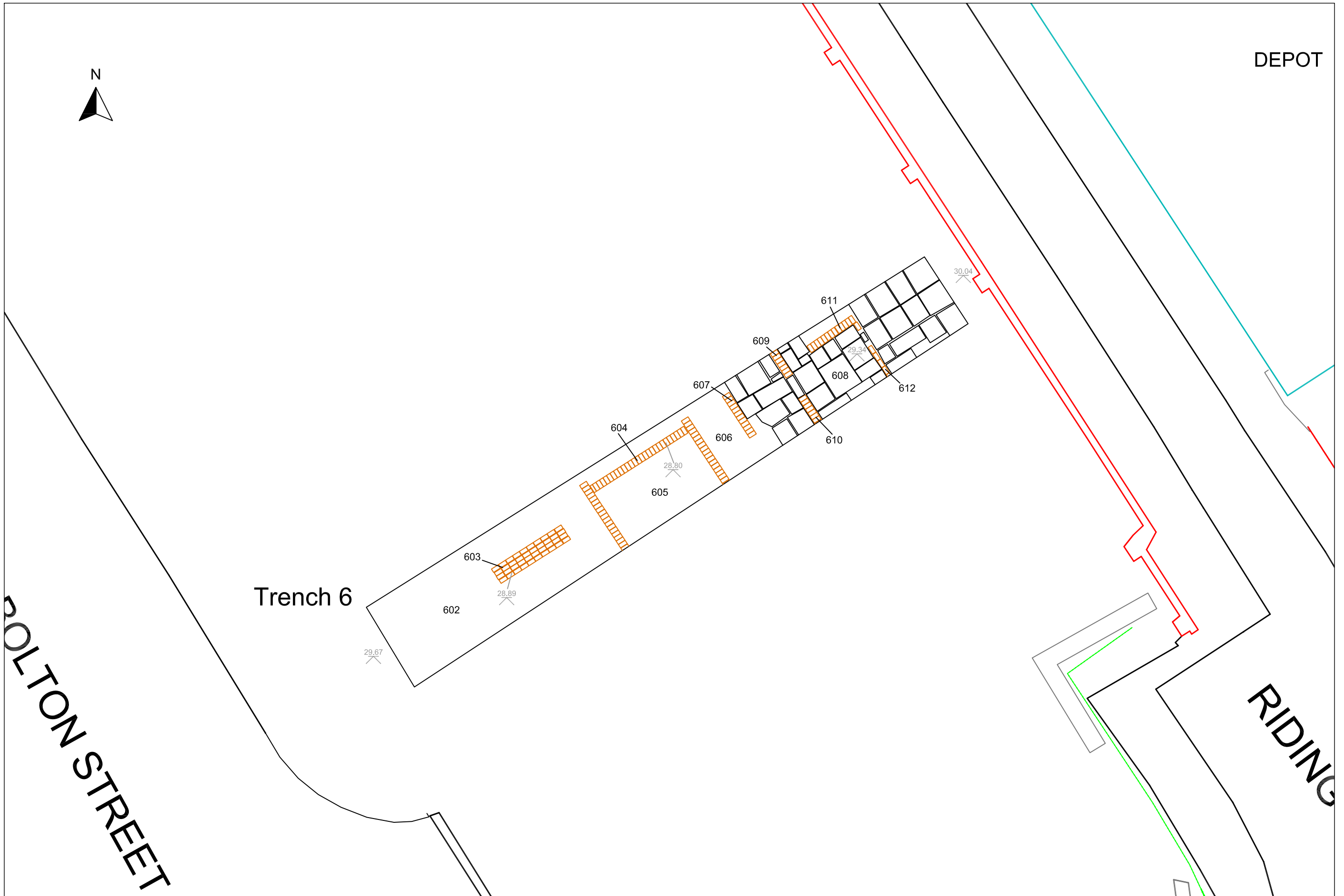
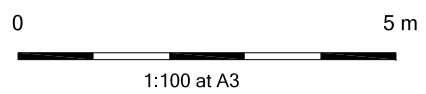


Fig 5: Trench 6



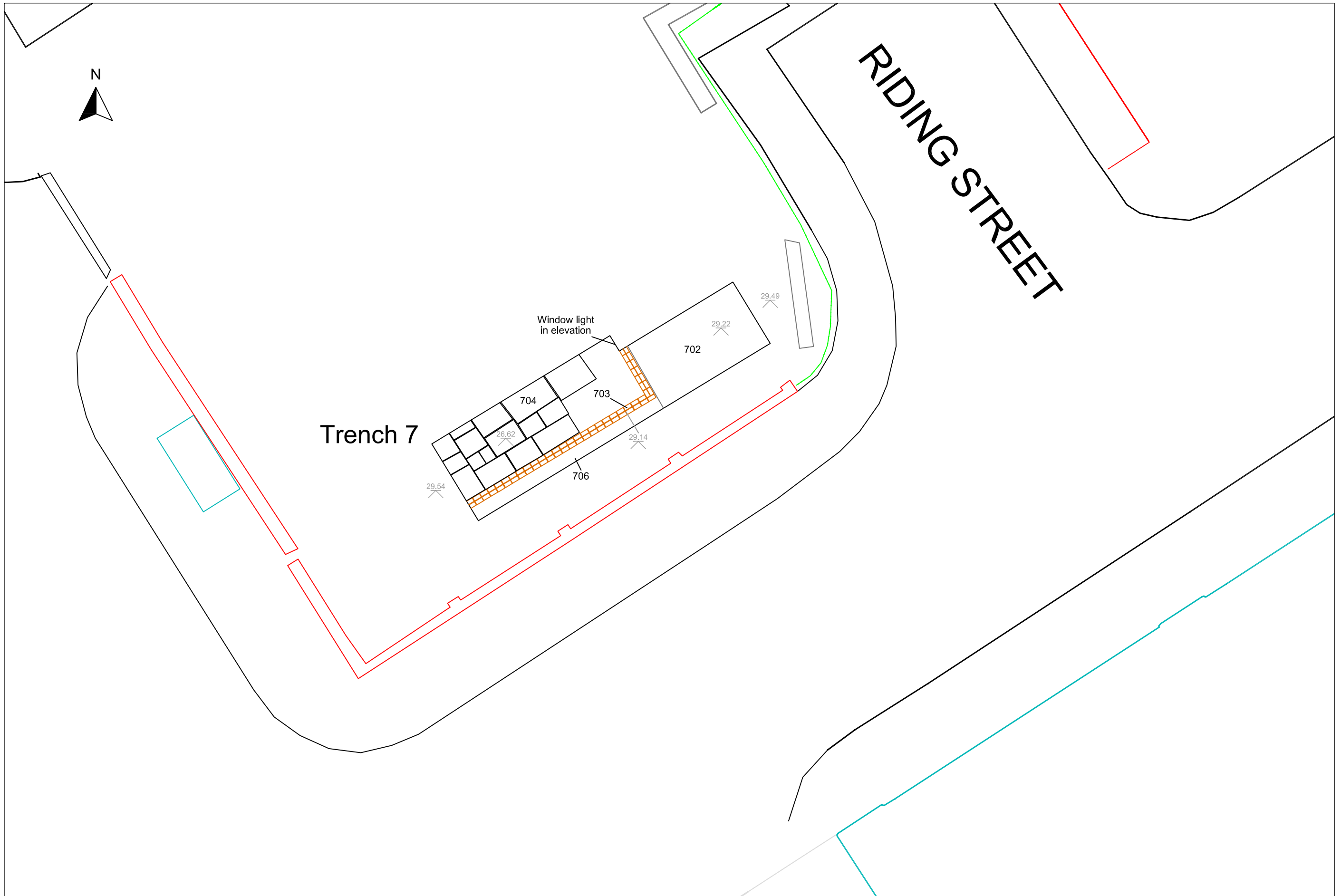
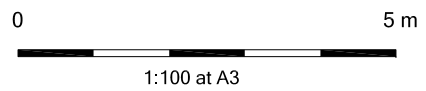


Fig 6: Trench 7



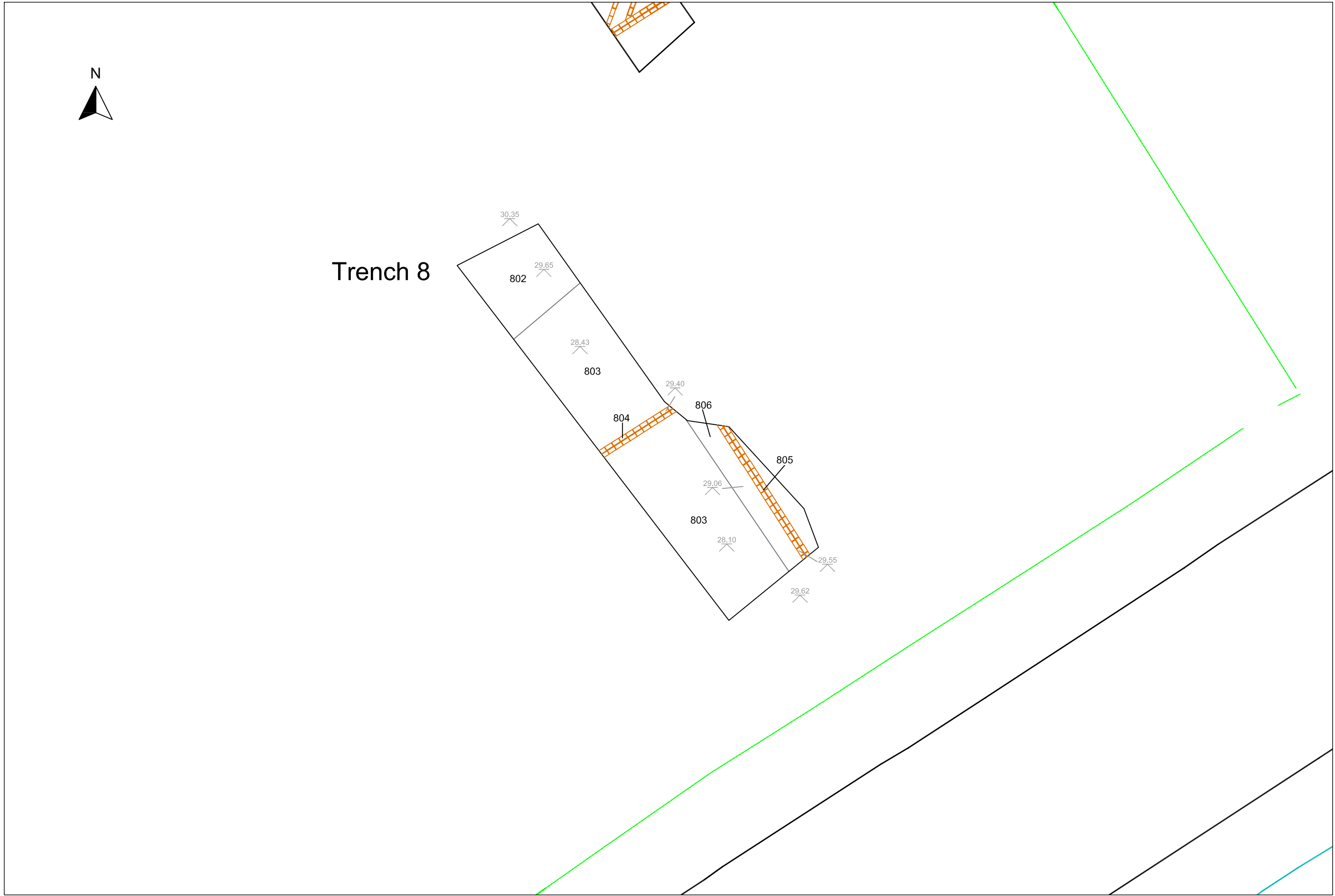


Fig 7: Trench 8

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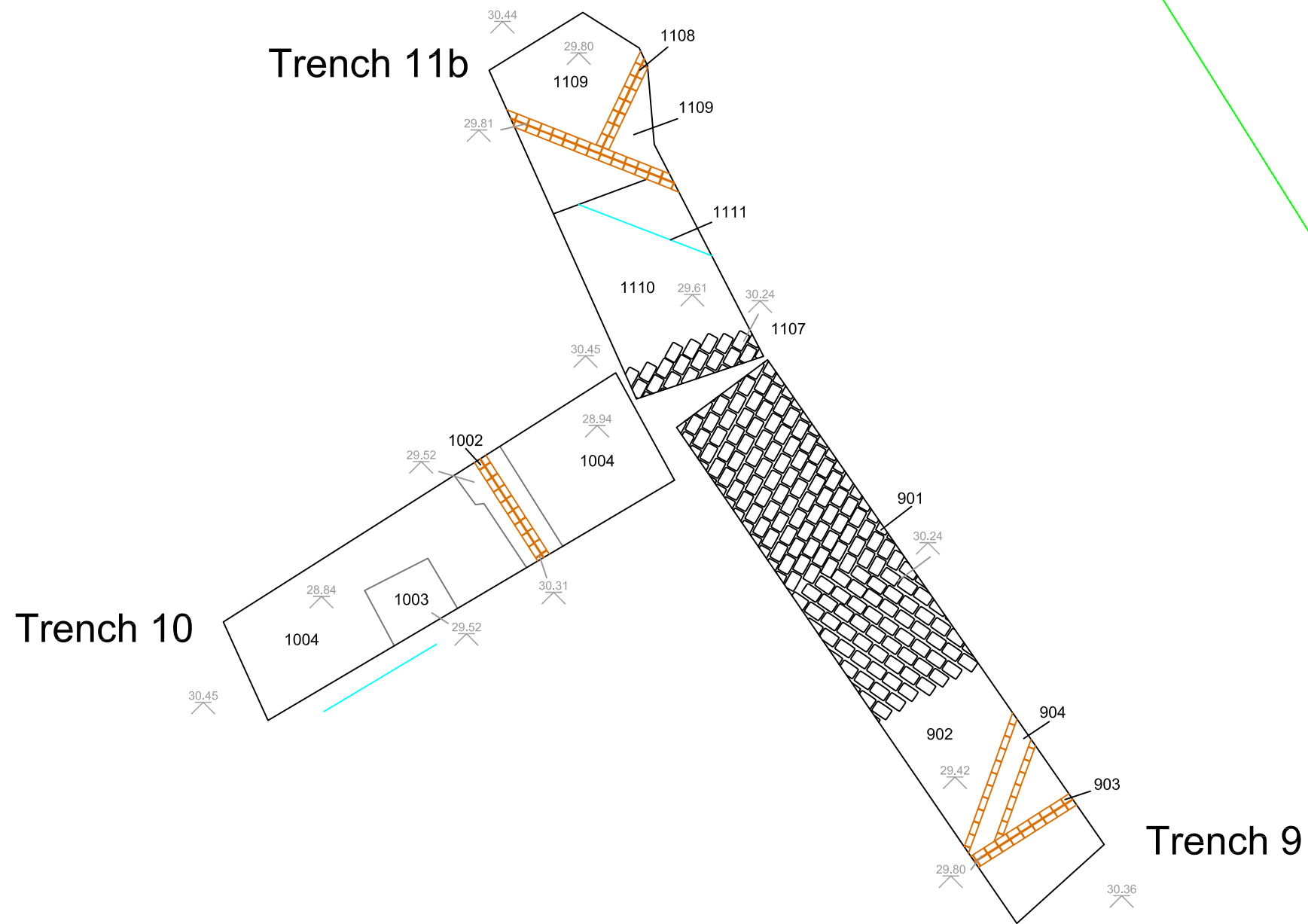


Fig 8: Trenches 9, 10 and 11b

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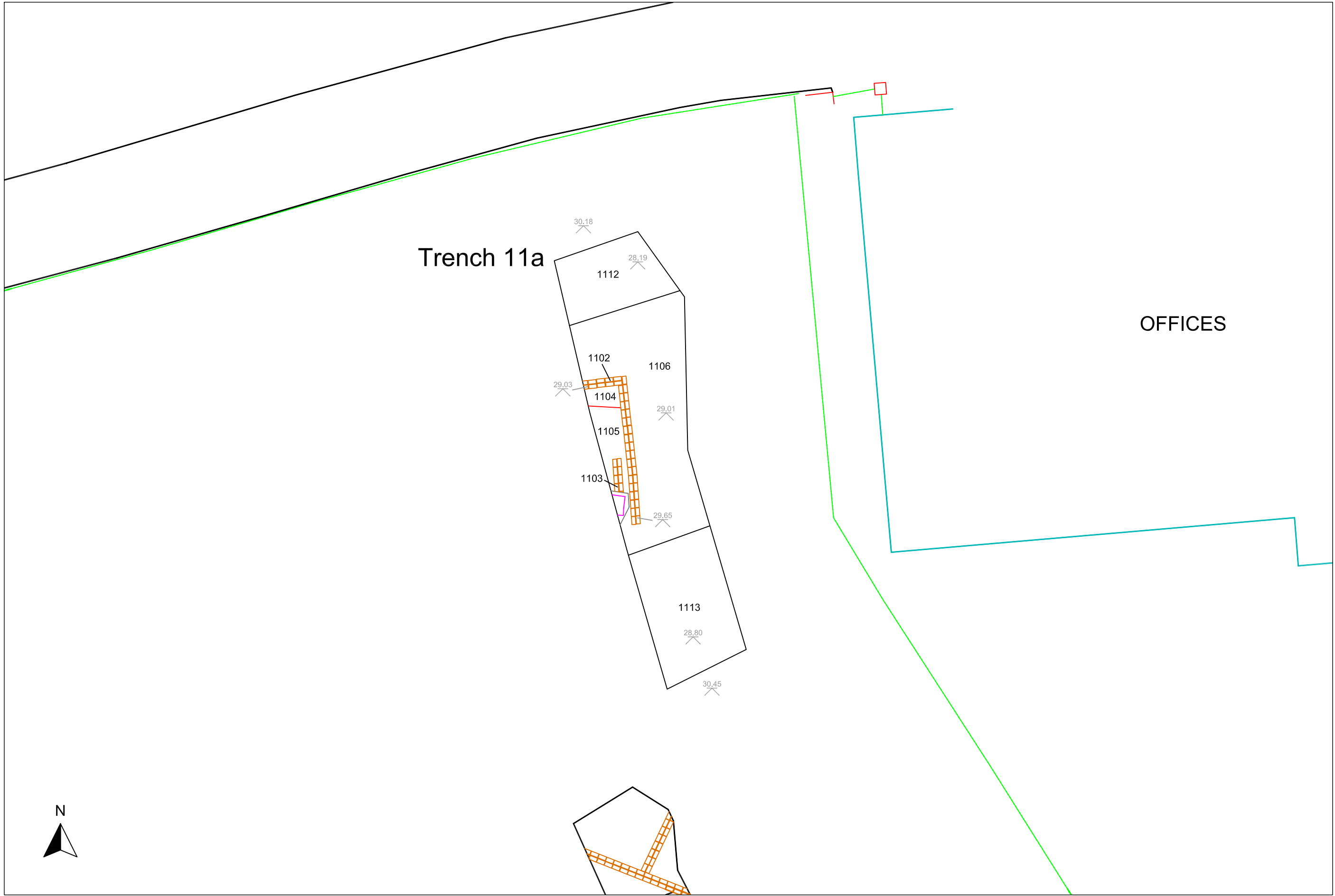


Fig 9: Trench 11a

0 5 m
1:100 at A3

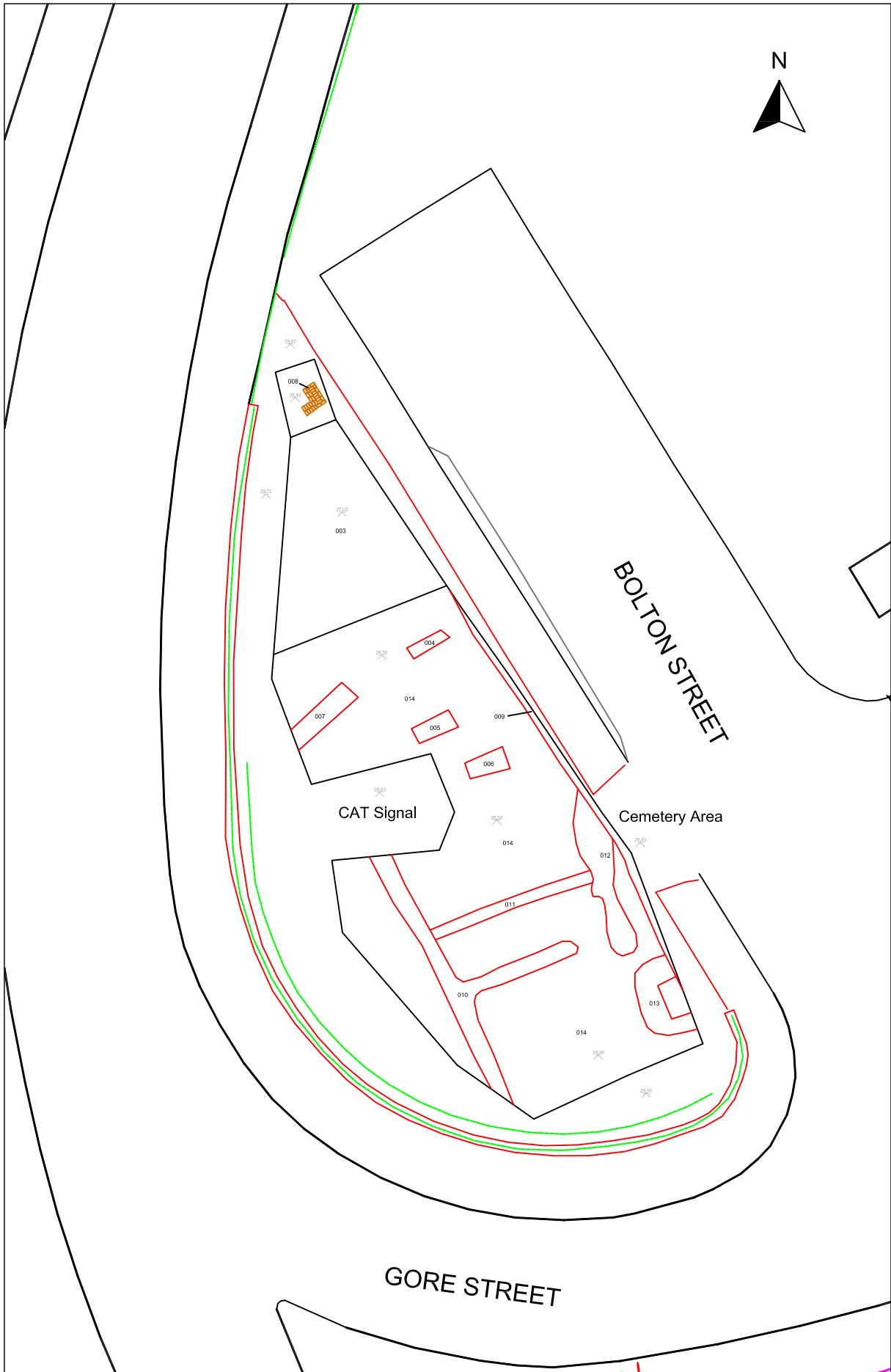


Fig 10: Cemetery Area

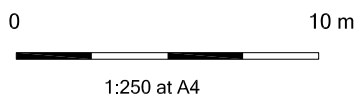




Fig 11: Phased plan of archaeological remains

0 20 m
1:500 at A3

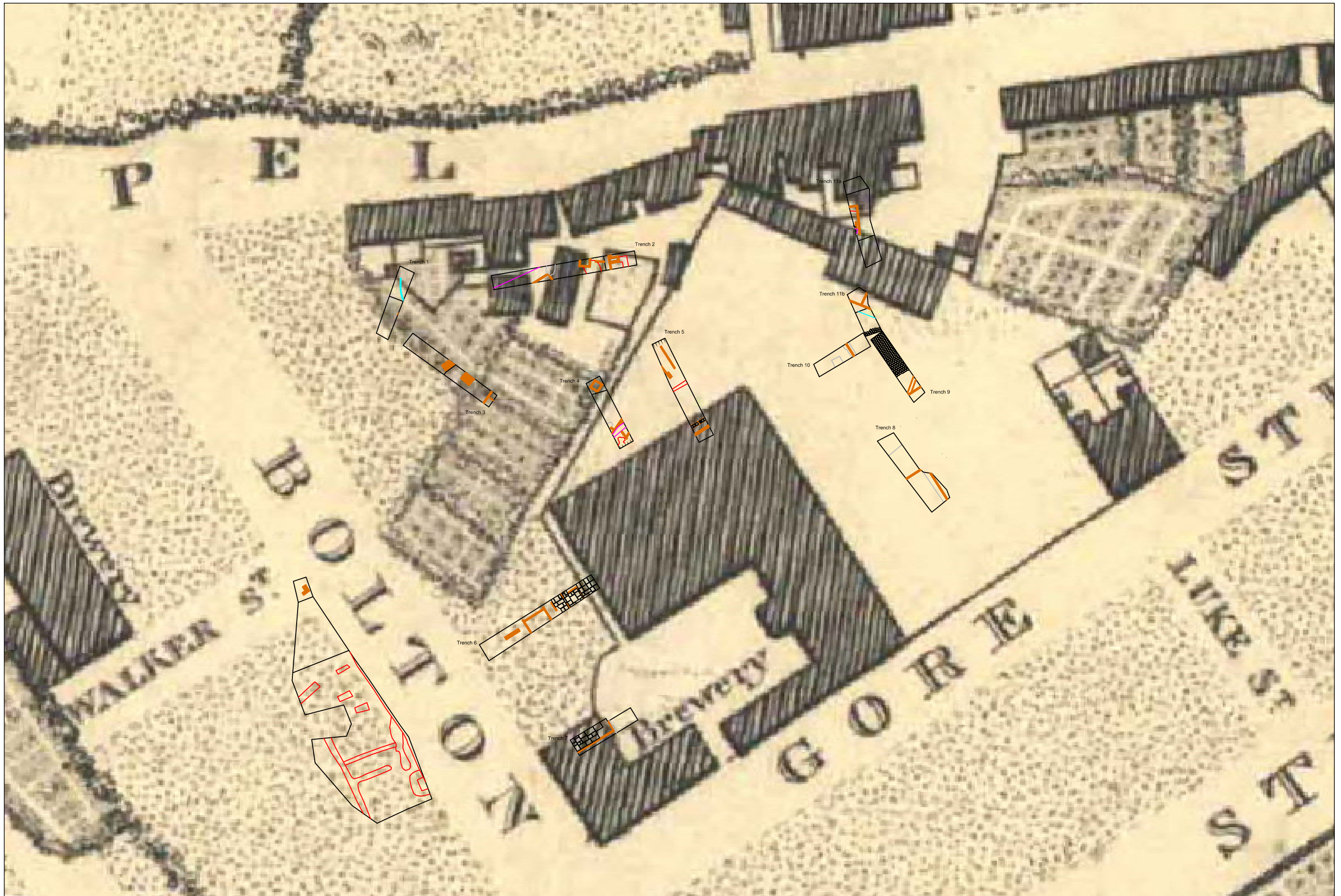


Fig 12: Trenches overlaid onto Green's map 1787-94

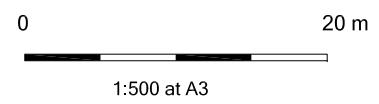
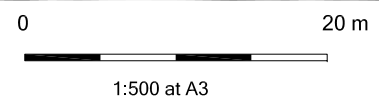




Fig 13: Trenches overlaid onto Swire's map 1824



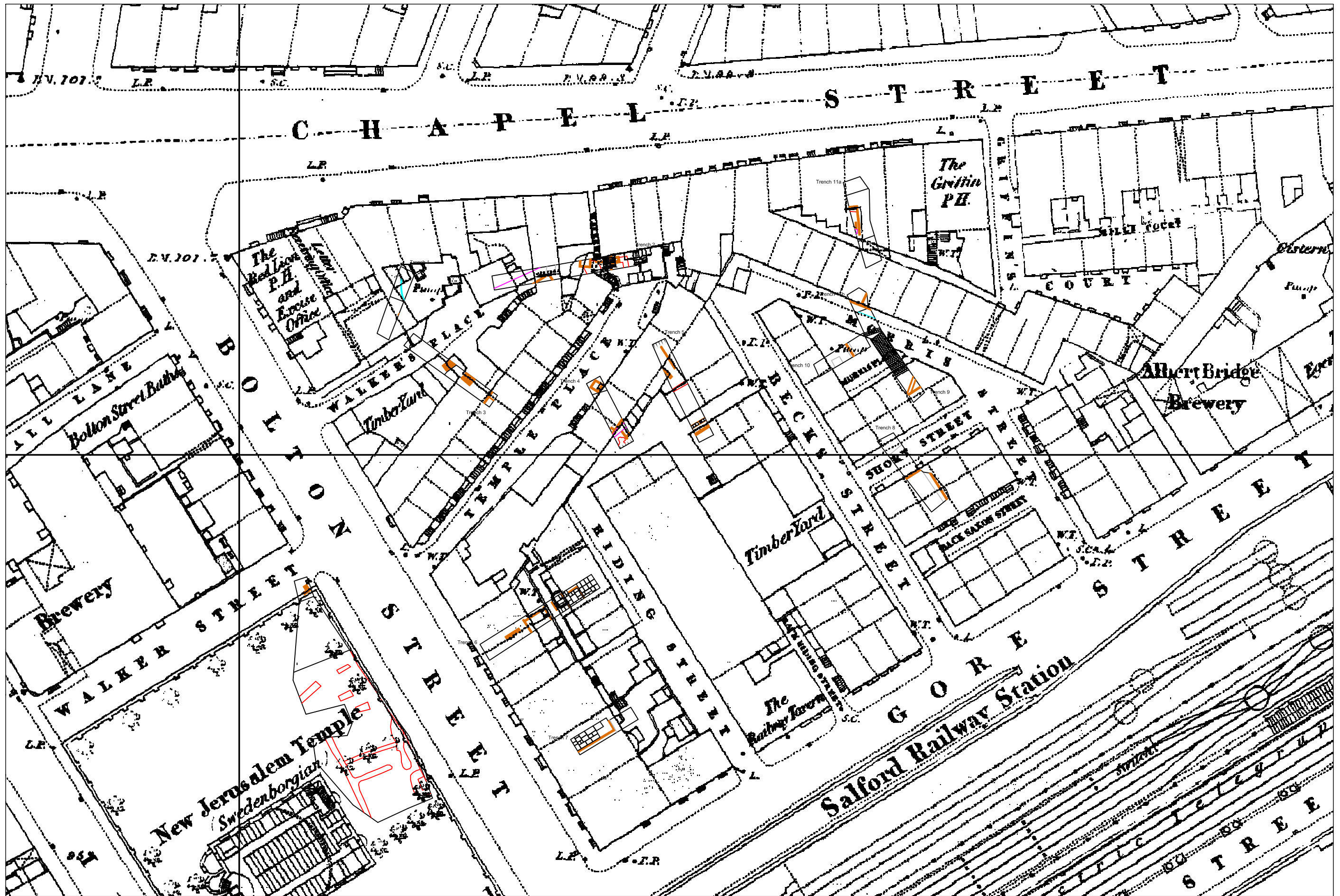


Fig 14: Trenches overlaid onto O.S. 1:1056 Town Plan 1851

